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ENVIRONMENTAL PROTECTION AGENCY last week assured an industry coalition that it would discuss with its general counsel within the next few days whether piston-engine aircraft should be exempt from the Clean Air Act's ban on the manufacture and sale of non-road engines requiring leaded fuel after 1992 *(BA, Feb. 11/56)*. EPA, however, could not say when the general counsel would decide the matter. The coalition, comprising representatives from AOPA, GAMA, NATA, NBAA, Lycoming and Phillips Petroleum, emphasized in last week's meeting that a separate section of the Act already monitors GA aircraft emissions. They also noted that engine and airframe manufacturers do not have the capability to develop engines that would meet the new standards by 1993.

FOLLOWING ANOTHER LAYOFF last week, Piper Aircraft now has fewer than 400 workers on the payroll, approximately half the 750 on the job when M. Stuart Millar acquired the company in the spring of 1987 *(see article on Page 93)*. Piper had more than 1,400 workers in mid-1989 before financial problems forced the company to begin a series of layoffs.

GENERAL AVIATION MANUFACTURERS ASSOCIATION President James Gormley said last week most of the association's members have contacted the Internal Revenue Service with questions concerning the impending 10 percent luxury tax. The chief concern raised with the agency is the 30-hour limit on aircraft usage before a dealer would have to pay the 10 percent luxury tax. National Air Transportation Association told IRS the "safe harbor" provision should be raised to 250 hours of flight time. "This increase will provide an adequate utilization period in which the aircraft can be operated for demonstration and positioning purposes while the seller is negotiating the transaction," NATA said.

NOISE PROPOSAL USES 75,000 POUNDS AS CUTOFF FOR STAGE 2 PHASEOUT; OFFERS LITTLE PROTECTION FOR STAGE 2 BUSINESS JETS FROM LOCAL RESTRICTIONS

Federal Aviation Administration last week released a proposed national noise policy that exempts aircraft weighing less than 75,000 pounds from a Stage 2 phaseout, but states that initial studies do not justify providing those aircraft with the same protection from local restrictions as Stage 3 aircraft. Congress last fall ordered FAA to implement a national noise policy that called for a Stage 2 aircraft phaseout by the end of 1999 and directed the agency to study how the Stage 2 restrictions should apply to lighter aircraft *(BA, Nov. 5/177)*. The NPRM proposes to allow local airports to unilaterally impose restrictions on Stage 2 aircraft after preparing an analysis of the regulations and holding a comment period. Local airport authorities, however, must receive federal approval in order to impose restrictions against Stage 3 aircraft.

National Business Aircraft Association has contended that Stage 2 aircraft weighing less than 75,000 pounds should enjoy the same protection from local restrictions as commercial Stage 3 aircraft. NBAA said Congress intended that lighter Stage 2 aircraft should treated as the equivalent of Stage 3 aircraft, noting that noise levels of "small Stage 2 aircraft are comparable to single-event noise created by Stage 3 air carrier aircraft, and that small Stage 2 aircraft do not generally cause noise problems at airports served by air carriers." The notice of proposed rulemaking, which was published in the Feb. 28 *Federal Register*, said initial FAA study results differ from the NBAA views. "Study results thus far do not provide clear justification to treat Stage 2 aircraft under 75,000 in the same manner as Stage 3 aircraft," according to the NPRM. "Data...do not show

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

GENERAL AVIATION SERVICES DIVISION of Ryder System (Aviall) was selected by Beech Aerospace Systems, Inc. (BASI) to provide repair, overhaul and support services for Pratt & Whitney PT6 engines on C-12 and U-21 military versions of the Beech King Air that BASI supports for the Air Force and Army. Aviall valued the multi-year contract at about $100 million. Aviall also supports Allison 250/T56, General Electric T700, P&W JT15D and Rolls-Royce Spey engines on aircraft operated by the government.

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KC AVIATION, Dallas, Texas, received a Supplemental Type Certificate for the installation of a Honeywell TCAS II system on Gulfstream III aircraft. KC Aviation has completed two installations with a third in progress. KC Aviation facilities in Dallas and in Appleton, Wis. also are pursuing STCs for the system on other aircraft models. TCAS II system includes a TCAS II computer, dual Mode-S diversity transponders, a Mode-S/TCAS control panel, dual flat panel LCD displays, and one directional and three omni-directional antennas.

* * *

CITY OF LONG BEACH, Calif. has contracted with Technology Integration for the installation of its Airport Noise and Operations Monitoring System. Contract also calls for the replacement of the city's 16-microphone system with 18 new microphones and installation of a new computer network. Technology Integration also has installed its noise monitoring system at Fort Lauderdale Executive, Orlando International and Sarasota Bradenton Airports in Florida and Oakland International in California.

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AIRCRAFT OWNERS AND PILOTS ASSOCIATION appeared before the Maryland House Committee on Ways and Means last week in opposition to legislation that would increase the state aviation fuel tax from five cents to seven cents per gallon. Legislation, H.B. 1058, was heard in committee last week and has not yet been scheduled for a vote. AOPA said in testimony it opposed the tax "because of the negative economic impact it will have on an important segment of our national transportation system. General aviation is already reeling from the effect of federal tax increases imposed last year by Congress."

* * *

FLIGHTSAFETY INTERNATIONAL has begun a 28-week ab initio training program for Tyrolean Airways pilots at its Flight Academy in Florida. The Innsbruck, Australia-based regional operates a fleet of Dash 7 and 8s. Regional flies from Innsbruck to cities throughout Europe including Frankfurt, Zurich, Amsterdam and Paris.

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ACCIDENTS AND INCIDENTS involving multi-engine, turbine-powered helicopters that occurred during 1990 are detailed *in a chart on Page 98.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets, turboprops and single-engine turbine helicopters, is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contract Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

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AERO SERVICES INTERNATIONAL INC. named Lyman Thorton as general manager of the Richmond, Va. FBO and Marshall Turner as general manager of the Raleigh-Durham facility. Thorton previously served as general manager of the New Orleans FBO from 1987 until 1989, when he took over as acting general manager of the Richmond facility. Turner joined Aero Services in 1988 and served as national avionics manager in 1990.

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IBERIA PARISH, LA. AIRPORT AUTHORITY has applied to FAA for a grant to help fund a $315,900 study for an international freight handling terminal at Acadiana Regional Airport in New Iberia. Gulf Consulting Engineers, Baton Rouge, La., informally participated in the pre-application process. Airport Director Rock Lasserre estimated the facility will take three to five years to develop. He said the airport's 8,000-foot runway, room for expansion, existing facilities and proximity to South America suit it for this type of project.

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1990 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-23	AS-355F	Crash during off shore ops.in marg. wx.	N5791N	LA	Cru	O.S.	1	D
01-30	BE-222	Struck TV tower wire during flight	N828WA	MI	Cru	Ferry	-	S
01-30	BK-117A	Emerg.ldg. following excessive vibration	N117M	WI	Cru	Test	-	S
03-06	BO-105S	Collided with powerlines during TO.	N105SM	AL	TO	Pass	-	S
03-12	S-58ET	Flew into water during night operation	EC-DDR	S.Leone	Cru	Pass	12	D
03-20	BE-212	Tail rotor hit windsock mast ldg. on rig	5N-AJS	Nigeria	Ldg	O.S.	-	S
04-17	BE-212	Rotor RPM decay liftoff,acft.landed hard	C-GBHT	Canada	Ldg	Pass	3	D
04-30	AS-332C	Descended into sea, night app.to ship	PK-POF	Indonesia	Ldg	Tra	-	S
05-14	B-222UT	Hard landing following loss of #1 engine	HI462CA	Santiago	Ldg	Pass	-	S
05-15	S-76	Ditched following engine fire warning	9M-AXW	China	Cru	Pass	-	S
06-12	S-76A	During mtnce. run-up, helo struck B-206	N15464	LA	Pkd	O.S.	-	S
07-16	S-58BT	Inflight engine fire, hard landing	N439DS	WA	TO	Ferry	-	S
08-01	S-76A	Acft. crashed into a hill, fire followed	JA9943	Hakone	Cru	Ferry	2	D
11-02	BE-412	Hit wires, night lift off from acc. site	N412UT	TN	TO	EMS	-	M
11-19	BO-105	Crash TO, cyclic disconnected prior flt.	N3536T	LA	TO	O.S.	1	D
11-23	SA-330	Crash shortly after TO, no other info.	-	Italy	TO	O.S.	13	D

Information is based on preliminary reports and subject to change as investigation continues

Source: Robert E. Breiling Associates